DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

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## AROUND THE LAKES.

CLEVELAND, OHIO.

The new Northern line boat will probably be launched from the Globe Iron Works shipyard next week.

There are several of Thomas Drein and Son's metallic life boats now at the Globe Iron work's shipyard.

The tugs Thomas Munson Markwell, and T. M. Moore have been calked and ironed in the Cleveland dry dock.

There is a strike amongst the vessel calkers just now, and repairs are being held over until matters are more settled.

Mr. A. Burg engineer, of the steamer Roswell P. Flower, arrived home last week after having laid up his boat in Milwaukee in good shape.

John S. Kelly engineer of the Charlemagne Tower has put his boat away and will enjoy the winter with his family, no cares intervening to make life a burden.

J. J. Rardon of Chicago represents a company that will build a dry dock at Port Huron to accommodate a vessel 400 feet long. The dock will have 20 feet over the mitre sill.

There is now on the old river bed thirty-one of the Brown patent hoisters, including twenty cantilevers, rigs four cable rigs, and seven short rigs. With this showing the iron ore will be taken good care of next season.

F. and H. Born sold seven stoves in one hour on Christmas day, and are now shipping five ranges one to Hastings, Neb., one to Hudson, one to Detroit, and two to Buffalo. The sidewalk is lined with goods and the firm is doing a large business in stoves.

The report recently circulated through the daily papers asserting that the steel steamer Spokane had been sold to the Kelley Island lime company is entirely without foundation. The Spokane is one of our finest steamboats and Captain Wilson has no desire to part with her.

William F. Pleitz and F. M. Harmon, chief and assistant engineers of the steamer Lackawanna, arrived home last Friday evening. The record of the Lackawanna is good she having made fourteen round trips between Buffalo and Chicago, with cargoes both ways, averaging thirteen miles per hour.

Captain James Davidson, of West Bay City, was in port this week and completed the sale of the steamer Germanic to Mr. White of chewing gum fame, C. E. Benham taking a one tenth interest. Captain Benham will have the management of the new boat. The price paid for the Germanic is $95,000, which evidences the fact that the manufacture of chewing gum is a profitable business.

The new boat being built for Captain Thomas Wilson, is all in frame, the dimensions of which have been erroneously given in the dailies will be as folows: Keel 275 feet, beam 40 feet, depth 22 feet. The boat for Mr. Lockwood and others is not yet well under way. She will be built at the upper yard.

The Globe Iron Works Company have contracted to build a new steamer for a syndicate of capitalists, including Messrs. Wallace of Lorain, and Captain Frank Brown, of Cleveland. She is to be a duplicate of the propeller Charles J. Sheffield, built by the Globe Iron Works Co., in 1887. The dimensions will be 275 feet 8½ inches over all; length of keel, 259 feet 11½ inches; beam 37 feet, moulded depth 23 feet, compound engines, 28 and 50 by 42, and the boiler 16 feet in length by 11 feet in diameter. She is to be finished by the first of July.

At Quayle Son's yard the three boats under contract, two at the upper yard and one at the lower, are progressing finely. The new steamer for R. R. Rhodes promises to be one of the finest freight steamers on the lakes. She is being built under the direct supervision of Captain W. H. Humphrey, who drafted the plan and has made many improvements in the plans of the sapr decks heretofore built for lake vessels. This boat is all in frame and partly ceiled, and will be ready for sea May first. Her machinery which has been built by the Cleveland Shipbuilding Co. has all been set up in the shop and found to be a perfect piece of mechanism of the triple expansion style, and she will have two Scotch boilers built by the same firm.

The barge Mary Stockton is once more disposed of, possibly finally. After trying in vain to find some one who would think enough of her to buy her last summer, she was finally towed up to the head of the old river bed and allowed to rest undisturbed except that she is said to have furnished a summer home for some poor family. Within the last few weeks, however, she became badly in the way of the dredging being done for the opening of the new shipowners' drydock. To get her out of the way a line was once more extended to her and she was towed outside and left to her fate. She at last found her fate Friday morning by drifting onto the rocky shore near the east pier. She was built at Manistee in 1854, and had an interesting history.

On November 14, Major L. C. Overman, of the United States Corps of Engineers, advertised for bids for the iron work and construction of an extension of 600 feet to the east breakwater of Cleveland harbor. The bids were opened Monday at 12 o'clock in the engineer's office, No. 89 Superior street. A high grade of material and workmanship was insisted upon, this requirement having made the present structure such a triumph of engineering skill. The bidders on the material other than iron and for the construction of the whole breakwater were: James B. Donnelly, of Oswego, N. Y., $65,268 60; and L. P. & J. A Smith, of Cleveland, $74,068.30; Four contractors competed for the iron work; Basset, Presley & Train, of Cleveland, $4,842. 80; Wallace M. Pattison, of Cleveland, $4, 054 32; Andrew LaCour, of Cleveland, $3, 926 32; McIntosh, Huntingten & Co., of Cleveland, $4,102 20. Major Overman will recommend that the contract for the iron work be awarded to Andrew Lacour, the lowest bidder, and that for the construction work to James B. Donnelly, of Oswego.

Mr, Duffy's schooner Golden Fleece, Captain H. W. Phillips, has made ten round trips during the season and carried twenty cargoes. She is now laid up in good condition at Toledo, Ohio.

The eleventh annual ball given by the Cleveland tug men, will be held at Turn Hall, 866 Lorain street, this evening. We trust that the genial tuggers will have a splendid time as usual, and hope to spend a portion of the middle watch taking in the festivities, if the claims of duty will allow.

Meteorological summary for the week ending. December 25, 1888:

| | |
|---|---|
| Mean barometer | 30.25 |
| Mean temperature | 30 6 |
| Mean humidity | 69.6 |
| Total precipitation | .05 |
| Prevailing direction of wind | South |
| Total wind movement | 22.13 |
| Average cloudiness | 4 9 |
| Average state of weather | Fair |
| Max. temperature, (highest) | 52.0 |
| Min. temperature, (lowes) | 13,8 |

W. H. HAMMON, Sgt. Signal Corps. U. S. A

The tug Sampson, owned by Benham and Co., of Cleveland, has been sold for about $12,000.

The Cleveland Transportation Co., has gone out of existence and their affairs will be wound up in sixty days. Their fine fleet of sail and steam has been disposed of, on a clear cash basis of $195,000 to a syndicate composed of A. C. Saunders, Mr. Bartlett, and Captain George P. McKay and others. The new company has already been granted a charter to trade under the name of the Orient Transportation Co., and although the general impression amongst marine people seems to be that the transfer of property has been in a manner of speech, from one pocket to another, we are in a position to state that the Orient Transportation Co. is an absolutely independent firm, and the purchase has been a straight exchange all through. The particulars of the fleet are given below: The steamer Havana 873 tons, classed A 2, built by Langell in 1874 and rebuilt in 1886. The steamer Sparta 741 tons, classed A 2, built in Cleveland by Quayle in 1874, and rebuilt in 1886. The Vienna 821 tons, classed A 2, built by Quayle & Son in 1873 and rebuilt in 1886. The consorts Helena, Samatra and Verona were each built about the same time, their respective tonnage being 821 tons, 803 tons, and 726 tons. It is understood that the new owners will run their boats in the same trade in which they have heretofore been sailed, viz. grain, coal and ore, and will be under the management of Captain George P. McKay. We may here remark that the schooner Genoa, of the same line, was sold about a year ago.

DETROIT, MICH.

*Special to the Marine Record.*

The Eagle Iron Works are building four fire box boilers, dimensions 26 feet in length and 5 feet in diameter for the Franklin Mining Co. of Hancock. They have already filled several orders for the same company; also were awarded the contract for repairs on the boiler of lighthouse tender Dahlia. They report orders coming in very rapidly and have sufficient work on hand to last several months. H. D. Edwards & Co., shipbuilders and agents of the American Ship Windlass Co., of Providence, R. I, have supplied seven of these windlasses to vessels during the past season. Also eight outfits of heavy anchors and cable chains and have just filled an order for rope, boat covers and life preservers for the new Michigan Central ferry boat being completed at Cleveland.

J. C. Goss, sailmaker and rigger, has just received an order for a large new tent dimensions to be 100 feet long by 60 feet wide.

Thos. McGregor of the Central boiler works is busy on late contracts, and figuring on new orders.

Captain Tobin and Engineer Conners, of the tug O. Wilcox, leavs here at once for Amherstburg, Ont., where they will endeavor to keep the snow from the door.

Captain Honner, of the Grand Haven and Milwaukee line, was in the city last week on a visit.

The new boat building at the yard of John Oades & Son has about 30 frames up and work on her is going steadily along.

The Frontier Iron Works, are busy erecting 5 triple expansion engines, dimensions of which have been given in a former letter. Two of these engines are for vessels now building at the Wyandotte shipyard for the Percheron Steam Navigation Co., two others for Frank Wheeler, of Bay City, and 1 for Captain Davidson of Bay City.

The East End boiler works are fairly busy and at work on a Ward's patent water purifier heater. They have also men employed at the water works.

Thos. Thurston boatbuilder, is building a small yacht for parties in Cheboygan, Mich.

Samuel F. Hodge & Co. are constructing a fore and aft compound engine 24 and 44 by 42 for the Milwaukee Shipyard Co., a fore and aft compound 19 and 36 by 30 for T. W. Kirby, of Grand Haven, Mich., also compounding the James Pickands engine, and making a 29 by 36 high pressure condensing engine for the propeller F. R. Buell. These works present their usual scene of activity, and it has been found necessary to carry on considerable night work so that orders could be filled punctually to date.

The Detroit boat works are building a fine set of boats for stock at their old place of business on Atwater street. Their new plant near Belle Isle bridge is now in running order and the larger class of work will be done there; the firm will also enter extensively into the building of metallic life boats.

The new three story brick extension built for the drydock sheet metal works is almost completed, and a portion of the stock will be moved in there this week.

It is rumored here that Captain Bundy the floating missionary, has secured about $2,000 in contributions towards the building of a steam launch for mission work. One family alone is said to have given about a quarter of the above amount.

Capitalists are at work organizing a company to construct a drydock on the St. Clair river at a location convenient to Port Huron. We understand that the shares are to be limited so that no one person or firm may control more than a $5,000 interest. It is said that most of the stock has already been subscribed for and that a prominent Cleveland vessel owner is interested in the company.

The Detroit Drydock Company, have contracted with Captain Humphrey and others to build a wooden propeller, dimensions 175 keel, 36 feet beam, and 14 feet moulded depth. She is to be planked to the rail and fitted with all modern improvements, including an American ship windlass, from the American Ship Windlass Co., Providence, R. I., a steam steerer, and a deck hoisting engine. Her cost will be about $75,000 and work on her will be started as soon as the moulds are made. She is to be built specially for the pulp wood trade between the Sault Ste Mary and Detroit and when completed she will be commanded by Captain Humphrey who has entered a season arrangement with the firm to extend over a period of five years.

The Detroit & Cleveland Steam Navigation Co's, sidewheeler, to be named the City of St. Joseph, is still in drydock undergoing the extensive alterations mentioned in a former edition. She will be finished in about two weeks. The new side wheel steamer City of Detroit is fast drawing towards completion. Her smoke stacks are up, mast stepped and sidewheels finished. The cylinder and sidepipes are covered with stained cherry wood and her engine room is already covered in. The interior fittings show a degree of finish and workmanship seldom met with in the hull of a vessel and the City of Detroit is destined to be the pride of the lakes for some time to come.

The propeller Germanic will shortly dock for new frames and ceiling, the United States lighthouse tender Warrington will be docked for new keelson, timbers and flooring, the propeller Blanchard for new steel arches, changes in cabin and repairs to upper works. This company's docks at Springwells are kept very busy on repair work besides working on the new wooden boat now in course of construction. SWAIN.

EAST SAGINAW, MICH.

The movements of lumber products by water from Saginaw river during the season just closed show a material decrease, as compared with 1887, and are the smallest of any season during thirteen years past. The aggregate of lumber shipped is but little, if any, in excess of one-half the total quantity of lumber manufactured during the season. There was very little fluctuation in freight rates, which opened at $1,75 to $2 to Buffalo and common points and $1,37½ to $1 50 to Ohio ports, and closed at $2,75 to $2,87½ to Buffalo and $2,50 to $2,62½ to Ohio ports. The falling off in lake shipments is largely due to diversion of lumber via rail routes. Formerly the lumber sold on this river almost exclusively in cargo lots and moved by lake, and this was largely carried on until 1880, when the railroads, realizing the vast tonnage at their disposal, made rates that would enable them to compete with the lake traffic. The establishment of numerous yards followed, and the bulk of the lumber manufactured on this river is now and will continue in future to be handled chiefly by rail, a far more convenient method as dealers at other points, instead of purchasing a cargo, come here and purchasing just what they want in lots to suit their trade, and obtain quick delivery by rail.

AT SARNIA, ONT.

*Special to the Marine Record.*

The propellers, United Empire, Ontario and Sovereign, schooners, Fellowcraft, Hercules, Pandora, Sligo, Cataract, Mary, Kathleen, Eliza, T. H. Orton, Aurora and tugs Storm King, Sea King and M. F. Merrick.

CHICAGO, ILL.

*Special to the Marine Record.*

The few days of winter that approached us have gone again, and mild weather accompanied by steady rain is now paying us a visit. Navigation is as open as in October and several steambarges have been making trips across the lake for lumber, without experiencing any difficulty. The A. D. Howard, and S. C. Neff are still running, and the City of Ludington and De Pere of the Goodrich company's steamers are making regular trips from this port, to ports on the east shore, carrying considerable merchandise.

At the Chicago dry dock company's shipyard, the steambarge Colburne was in dock for a calking and general repairs. Steambarge Neff for repairs to stern bearing and wheel, tug William Roller for some bottom plank and calking, schooner Thomas H. Howland for new frames aft, and bilge strakes, new keelson and centre board and recalking, the tug Gardner a rebuild from bilge up, and remodeled aft, the steamers City of Duluth and Fremont of the L. M. and H. S. company's line, have received general repairs.

C F. Elmes, engineer, founder and machinist of Chicago, is constructing two of his patent steam steerers for the Dunham towing and wrecking company's tugs, Crowell and Gardner, like the one on their tug O. B. Green. The engine that C. F. Elmes is building for the Goodrich steamboat company's new steamer, building at Manitowoc is being rapidly gotten along with.

Captain John Byrne, engineers John Mayberry and George Hague, and mates Thomas Dunn and James Colman, left for their homes on Monday, after completing the laying up of the Union line company's, splendid steamship Tioga.

Nearly all the officers of the Western Transit line, Anchor line, and Union line, left for their homes last week after laying up the various steamships wintered here.

At Miller Brothers shipyard the schooner Michigan has had her three masts taken out and will recieve three new masts. Miller Brothers in accordance with their usual custom, presented their workmen with turkeys for their Christmas dinner.

Captain Robert Young returned from Buffalo Monday morning, after laying up the steamer Cuba. She has received two new boilers 15 by 9 each, also a new iron boiler house and a general overhauling.

Captain C. H. Becker left Sunday for Pulaski, Oswego Co., his home, after getting the schooner James Mowatt put in good shape and in winter quarters, ready for another season's work.

The Delta Transportation Co., of which Ira H. Owen of this city is president, and W. R. Owen, also of this city treasurer and manager, are having built at F. Wheeler's ship building yard, West Bay City, two steamers, eighty feet long, seventeen feet beam, six feet hold, the engine and boilers to be supplied by Donaldson and Whetman, Buffalo. They will be used especially for the inland route between Cheboygan and Petosky, in connection with the splendid passenger and freight steamers Minnie M. and Soo City, of the Sault Ste Marie route. The two new steamers will supply a long needed want for pleasure seekers visiting that section. The steamers will be of light draught will have twin scaews, and will be finished and furnished in in F. W. Wheeler's usual superb style, and they will be sure to afford a large amount of pleasure and comfort to excursionists.

Thomas Davidson, spent Christmas day with his friends in Chicago. He left Wednesday for Milwaukee.

DULUTH, MINN.

By the bursting of a bin at the Ohio Coal Co.'s dock Monday, John Jackson and John Oleson were killed.

*Moorings Continued.*

AT DETROIT, MICH.

*Special to the Marine Record.*

PROPELLERS.

| | |
|---|---|
| Allegheny, | F. R. Buell, |
| Arctic, | P. H Birckhead, |
| Fayette Brown, | S. C. Baldwin, |
| R. C. Brittain, | Eighth Ohio, |
| Chenango, | Forest City, |
| Fessenden, | Gettysburg, |
| Germanic, | Iron King, |
| R. J. Hackett, | Iron Duke, |
| Chauncey Hurlbut, | Iron Age, |
| Minneapolis, | Iron Chief, |
| J. V. Moran, | Mineral Rock, |
| S. J. Macy, | Messenger, |
| New Orleans, | Missouri, |
| E. M Peck, | Nipigon, |
| W. H. Stevens, | J. E Potts, |
| Annie Smith, | Mary Pringle, |
| W. R. Stafford, | Schoolcraft, |
| St. Paul, | A. Weston, |
| Toledo, | Sulina, |

SCHOONERS AND BARGES.

| | |
|---|---|
| Alta, | H H. Brown, |
| John Burt, | A. Brody, |
| Ben Hur, | Bissel, |
| Bolton, | James Couch, |
| Canton, | Colorado, |
| Dacata, | David Dows, |
| Nellie A. Duff, | Eleanor M. Fillmore, |
| George, | Gangs, |
| Genesee Chief, | Grace Amelia, |
| Grace Murray, | Groton, |
| R. J. Gibbs, | Iron Queen, |
| Iron Cliff, | Iron City, |
| Iron State, | Ironsides, |
| Ishpeming, | Keepsakes, |
| Keweenaw, | Marengo, |
| William McGregor, | Lilly May, |
| A. G. Morey, | Manitowoc, |
| Mystic Star, | Montgomery, |
| Montcalm, | M. F. Merrick, |
| Nassau, | George Netter, |
| Melbourne, | Ogarita, |
| Francis Palms, | Prince Albert, |
| Redwing, | Racine, |
| J. S. Richards, | E. C. Roberts, |
| Reindeer, | H. W. Sage, |
| David Stewart, | Philo Scoville. |
| Smith and Post, | Swallow, |
| William Shupe, | Senator, |
| Seaman, | Gerritt Smith, |
| Sweepstakes, | Shiawassee, |
| Transfer, | Unadilla, |
| S. V. R. Watson, | H. C. Winslow, |
| Julia Willard, | N. C. West, |
| Wyandotte, | C. H. Weeks, |
| Young America. | |

TOLEDO, OHIO.

*Special to the Marine Record.*

The following is a complete list of the vessels enrolled in the district of Miami Toledo:

SCHOONERS.

| | |
|---|---|
| Annie P. Grover, | Adain, |
| Arthur, | Brooklyn, |
| C. B. Benson, | Dayton, |
| H. C. Sprague, | Isabel Reed, |
| J. R. Edwards, | John Schuette, |
| Josephine, | Katie Brainard, |
| Myron Butman, | Montgomery, |
| M. E. Orton, | Massasoit, |
| Maumee Valley, | N. C. Holland, |
| Pearl. | Penokee, |
| P. B. Locke, | R. Halloran, |
| St. Peter, | Troy, |
| Wm. A. Young, | W. H. Rounds, |
| Wm. Case. | |

STEAMERS.

| | |
|---|---|
| A. L. Hopkins, | A. Andrews, Jr., |
| Blue Lodge, | C. E. Bolton, |
| Commerce, | C. F. Curtis, |
| Chief Justice Waite, | Douglas, |
| Evening Star, | Farragut, |
| Fanny Futhill, | George Emerson, |
| Germania, | H. B. Wilson, |
| J. C. Gault, | J. H. Stevens, |
| Joseph Spinney, | J. G. Blaine, |
| Maggie Ashton, | Mary A. Green, |
| Monohansett, | Miami, |
| Pathfinder, | Russell Sage, |
| Roy, | Syracuse. |
| Swansea, | Saginaw, |
| T. M. Moore, | Thompson Bros., |
| Tempest, | W. E. Rooney, |
| Companion, | W. H. Doan, |
| Lizzie. | |

AT SANDUSKY, OHIO.

Special to the Marine Record.

PROPELLERS.

| | |
|---|---|
| Ohio, | Roland, |
| Norma, | Kunz, |
| Dessault, | City of Dresden, |
| Louise | Telegram, |

SIDEWHEEL STEAMERS.

| | |
|---|---|
| City of Sandusky, | B. F. Ferris, |
| R. B. Hayes. | |

SCHOONERS.

| | |
|---|---|
| Crosthwaite, | Queen City, |
| S. V. Watson, | A. J. Rogers, |

BARGES.

B. B. Icsman.

AT MARINE CITY, MICH.

Special to the Marine Record.

PROPELLERS.

| | |
|---|---|
| Edward Smith, | D. F. Rose, |
| M. Sicken, | Pawnee, |
| A. A. Turner, | Tempest, |
| C. F. Curtis, | R. Butteroni, |
| Miami, | New boat. |

BARGES.

| | |
|---|---|
| Minnie E. Orton, | J. R. Edwards, |
| Troy, | Ataunto. |
| E. J. McVea, | S. Marvin, |
| Montpelier, | Charles Spademan, |
| Jane Ralston, | Boscobel, |
| N. C. Holland, | T. S. Fassett, |
| Lyman Casey, | Kate Brainard, |
| William Young, | Dayton, |
| Levi Rawson, | St. Joseph, |
| Robert L. Fryer, | Sea Gull, |
| Albany, | Marine City, |
| Buckeye State, | William Raynor, |
| S. A. Irish, | Maize, |
| Owasco. | |

AT LORAIN, OHIO.

Special to the Marine Record.

PROPELLERS.

| | |
|---|---|
| H. B. Tuttle, | W. P. Thew, |

SCHOONERS AND BARGES.

| | |
|---|---|
| Itasca, | Gen. Franz Sigel, |
| Selkirk, | Alice B. Norris, |
| Red, White, and Blue, | Three Brothers, |
| David Wallace, | Theo. Voges, |
| May Richards, | I. L. Quimby, |
| C. H. Burton. | |

## DEEPENING THE ST. LAWRENCE.

A Canadian exchange has the following: A very interesting and important commercial event was the recent completion of the great work of deepening the channel of the St. Lawrence river from Montreal to Quebec. This work was first agitated more than sixty years ago, and was begun in 1844, and the result is that where there was formerly only eleven feet of water, there is now twenty-seven and a half feet, and large ocean steamers can at present sail triumphantly up to their docks at Montreal, 600 miles from the mouth of the St. Lawrence, without let or hindrance. There are now no less than twenty-two lines of ocean steamers that sail to and from Montreal, and the deepening of the river will be a great thing for the commerce of that port. Engineers say that the commerce of a port increases according to the cube of the increase in the depth of the channel, and statistics show that this law of increase has been fulfilled at Montreal as the channel has been gradually deepened, and there is no reason to doubt that the completion of the deepening will still further increase the commerce of the port.

Some idea of the magnitude of the work which has been done can be gained from the fact that in Lake Peter no less than 8,000,000 cubic yards of clay was removed, an amount of excavating equal to what was done in building 800 miles of the Canadian Pacific railroad. In some places solid rock has been "scooped out" to a depth of several feet, and altogether it was quite fitting that the engineers in charge, and the Montreal, provincial and Dominion governments should rejoice together over what has been accomplished. Engineers everywhere have followed the progress of the wholesale channel dredging with much interest. Montreal now has a population of 250,000 and with her deep water outlet on the one side, and the Canadian Pacific railroad on the other, she looks hopefully and complacently out into the future, and pictures for herself many times her present population and commerce.

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THE time for the International Marine Conference is drawing near, and the commissioners will soon have to be appointed. No theorists ought to find a place in the deliberations of our delegation, for the nation's maritime future will either be retarded or advanced, according to the sound practical views determined upon by the commissioners who may have to do battle against schemes and innovations introduced by members in the interests of foreign powers, as represented at the conference.

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THE Supervising Surgeon General of the marine hospital service reports that during the year just passed there have been treated 42,203 patients, which is the greatest number of patients furnished relief in any year since the organization of the service. The receipts from all sources were $496,441.69, and the expenditures were $528,844.66, which amount was paid from the unexpended balance to the credit of this appropriation in the treasury.

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WE believe that the Pacific slope is destined to play an important part in the revival of our supremacy on the ocean, and look forward to the time when the American flag will outnumber the flags of all other nationalities combined in the trans-Pacific track. Capital is already being diverted from its usual channels, seeking investments in this direction, and we expect an unusual briskness in shipbuilding lines will be visible there in the near future.

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THAT monstrous white elephant of the deep, has at last proved a source of profit to semebody. The vessel was purchased some time ago by a Liverpool firm for £15,000. After a sale by auction which occupied five days, she was at length disposed of for her materials—for £58,000. It is a big thing this profit of £42,000 which has been made. Nay, it is long since the first time she was set afloat that the Great Eastern has been anything better than a cause of vexation.

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THE light house board of the Treasury Department has prepared a report recommending the passage of legislation to secure the necessary appropriations for the construction of the lighthouses and fog signals called for in the bill prepared by Colonel R. C. Parsons, and which passed the house at the last session.


**DIXON'S**

GRAPHITE

PIPE JOINT GREASE

FOR STEAM OR GAS PIPES

makes a perfect joint that can be opened with ease in three years or thirty years. Bolts, screws, etc., smeared with this grease will not rust even in the dampest places. Write to Jos. Dixon Crucible Co Jersey City, N. J., for circulars.

FOR SALE.

PASSENGER PROPELLER GOLDEN EAGLE, Thoroughly over hauled this spring. "Sutton" Engine 14×14, 100 pounds steam, runs 14 miles an hour easily, and carrys 300 people. Owner has no route for her and will sell for what she is worth.

JAMES E. ENGLISH
East Saginaw. Mich.

**First-class Merchant Tailoring**

Done in the nobbiest style, according to monthly new fashion plates; made by none but first-class mechanics and none delivered unless to the entire taste of the Customer, can be procured by *Jos. L. Kohn*, practical tailor and cutter at the tailoring department of *Kohn & Co.*, 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store, Cleveland, O.

In the rear of the above Store a fine stock of the latest patterns of *Cassimeres*, Cloths, *Over Coatings, Silk Vestings*, can be found and owing to the fact, that this young genius of a garment cutter Mr. Jos. L. Kohn does his own cutting, (which alone saves $3) per week) and has the appartment in the above Store free of any expense it enables him to Save the Customers from $6 to $10 on every Suit of Clothes. Convince yourself by calling at 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store of KOHN & CO., Cleveland, O.

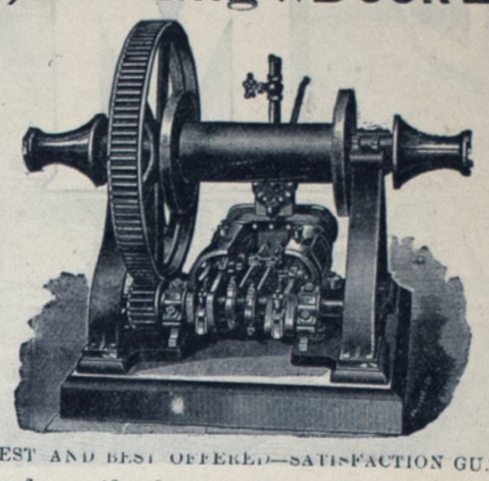

PROPOSALS FOR DREDGING.—Engineer Office, Cleveland, O., December 17, 1888. Sealed proposals, in duplicate, will be received at this office until 12 o'clock M., on Thursday, the 10th day of January, 1889, and then be opened in presence of bidders, for excavating 214,000 cubic yards, more or less, of material from Sandusky Bay, along line of proposed straight channel, for Sandusky Harbor, O. Preference will be given to materials and plant of domestic production, or manufacture, conditions of quality and price (import duties included) being equal. The attention of bidders is invited to acts of Congress approved February 26, 1885, and February 23, 1887, vol. 23 page 332, and vol. 24, page 414, statutes at large. All information can be obtained at this office. The United States reserves the right to reject any or all proposals. L. COOPER OVERMAN, Major of Engineers.


EAGLE IRON WORKS,

MANUFACTURERS OF

**Duplex, Hoisting & Deck Engines**

Specially adapted for Boat uses, Raising Sail, Hoisting Anchor, Pulling in Tow Line etc., etc.



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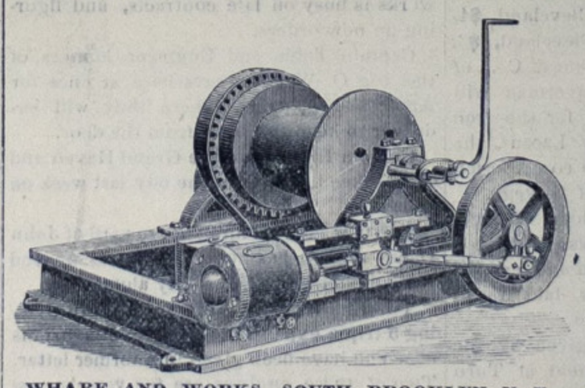

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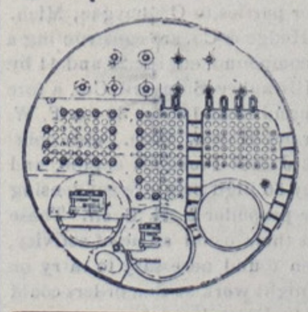

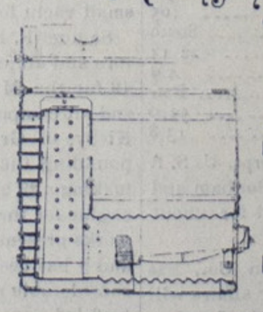

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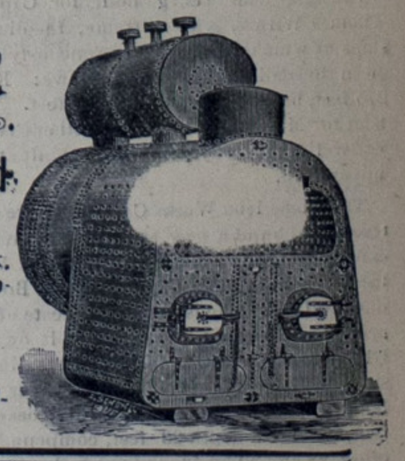

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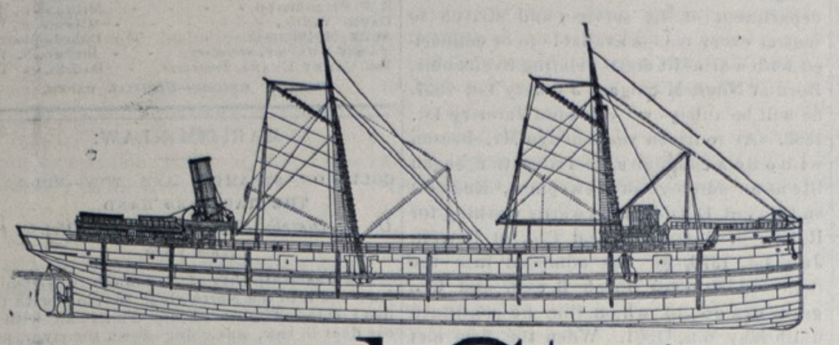

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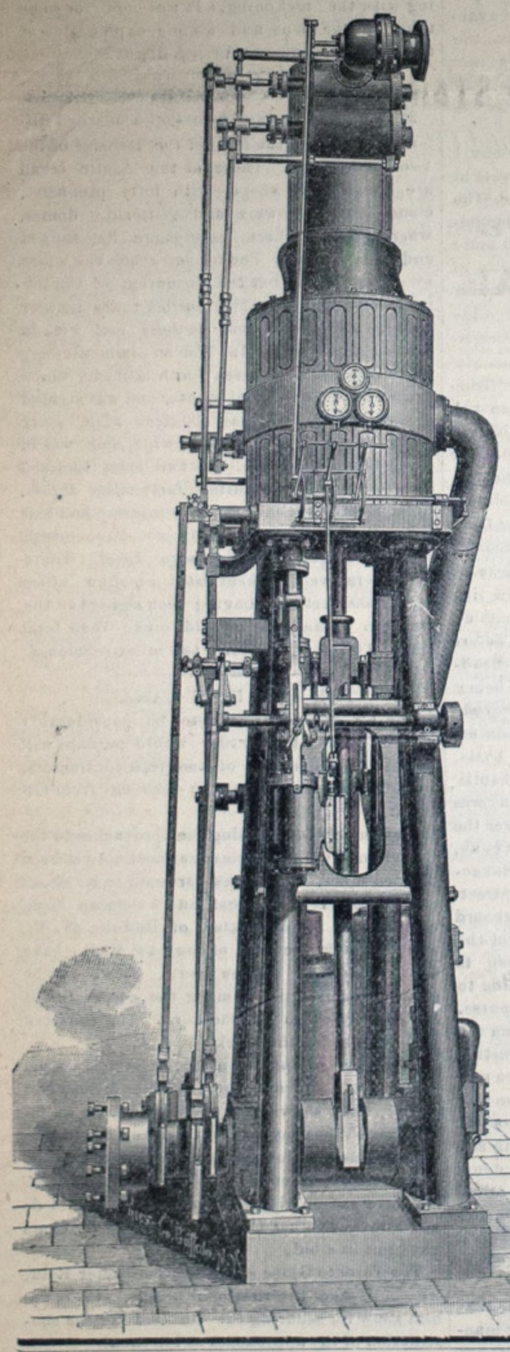

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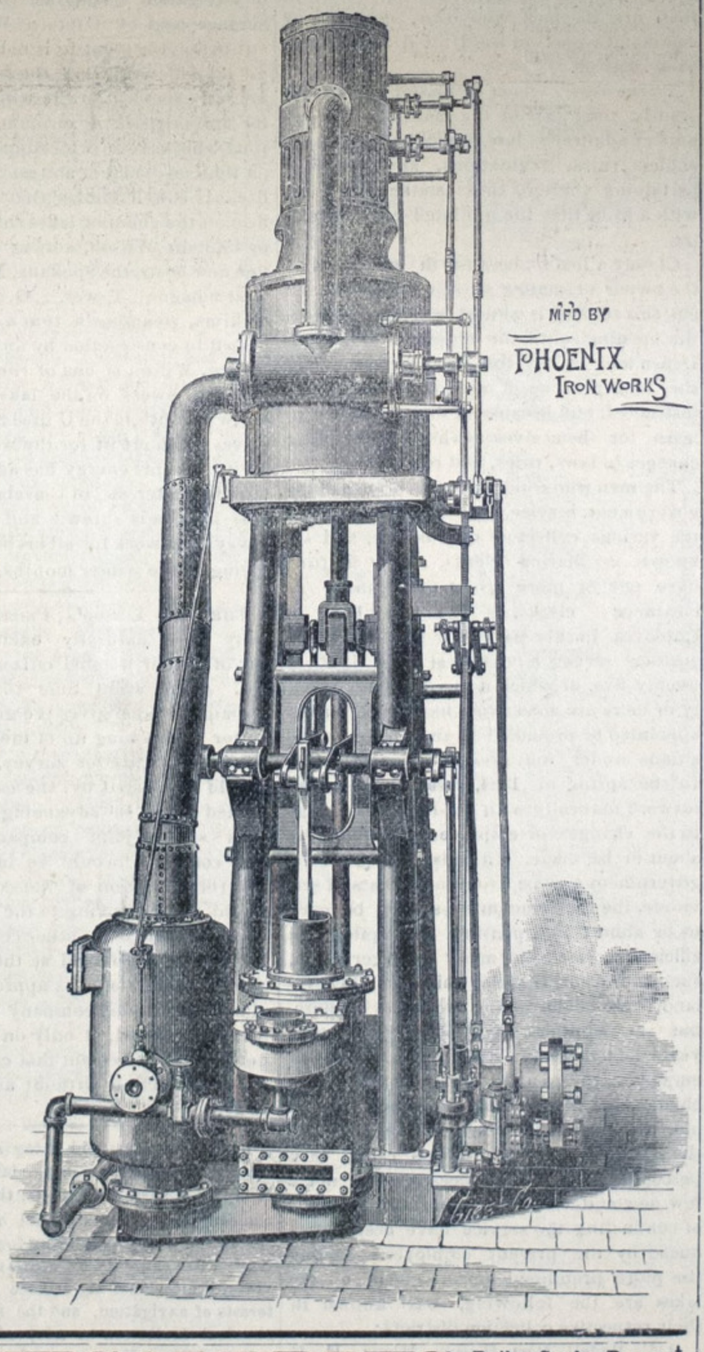


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CLEVELAND, O., DECEMBER 27.


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MARINE RECORD—OFFICIAL PAPER.

### *NOMENCLATURE OF VESSELS.*

While there are so many new vessels now in course of construction at the various ports on the chain of lakes, we consider it to be our duty to point out the irregularities and complications liable to arise through a repetition or similarity of names. Already there are several names of vessels duplicated, much to the chagrin and dissatisfaction of people who are not directly interested in the ownership, but who from a relative or business sympathy frequently desire to learn the whereabout of the craft—and not being acquainted with the special trade that the boats are in are surprised to hear through the papers of her being in Chicago river when as a case in point might go to prove she was elsewhere

As our shipping property increases in numbers, complications will also occur in reporting by telegraph and otherwise, and a portion of correctness will have to be left to the intelligence of people interested. We consider it strongly advisable for owners and builders to avoid even a repetition of the initial letters as that part of a vessel's name is frequently learned when the full word cannot be ascertained, while if this fact was kept in view, much anxiety might be spared the owners, the relatives of the crew, underwriters and others who are always watching the career, and welfare of the vessel. Although very little impoaiance is attached to the naming of a new vessel, and she may be allowed to travel under anything but a clear sounding or appropriate name, yet if due weight was given to the possibilties of importance involved in the name she bears, we are convinced that more attention would at all times be paid to the christening ceremony, and compound, and unpronouncable names, with a superfluity of initials, would be left severely alone, In this connection we do not wish to be hypercritical, yet we can hardly recognize even the ancient biblical name of Castor and Pollut, as being a good one in the sense of individuality, and clear sounding, as required at the present day. Though as a personal opinion this may go for naught, and may be very properly ascribed to our neglected training in early youth. However be this as it may, we believe that owners would follow their own interests by giving clear and simple names to thoir vessels, at the same time allowing the Commissioner of Navigation at Washington, a wide discretionary power in accepting or rejecting any names which may be considered objectionable from any of the above causes, thereby exercising an official supervision for the benefit of all concerned, and as the registration papers have to pass through the office of the Bureau of Navigation before the official number can be assigned no inconvenience or friction would be liable to occur in suggesting any alteration in a name as desired by the owner who has not the facilities for determining whether the name as offered is borne by, or been assigned, to one or more vessels, either on fresh or salt water as the case may be. Not only need the nomenclature of vessels be watched from our own ports, but the commissioner should see that there is a material difference in the hull, rig and tonnage of vessels under the same or a similar name hailing from the Canadian ports and trading in the same waters as our own boats, acquainting the owners of the fact if such be the case. Up to the present time, however, we believe that a strict attention has been paid to these requirements at the Bureau of Navigation, yet we desire to call attention to the points enumerated in this article as the name of the vessel is the general and public mode of designation as opposed to the more correct, yet usually unknown official number and although the system of naming vessels need not necessarily be treated in an international sense, we would on general principles, advocate an attention from and to the names issued by other nationalties, so that when our merchant marine becomes as flourishing on the ocean as it once was, no difficulty will be found in exchanging signals, or reporting vessels whether the ensign absence of the code flags, which are not required, or the Semaphore system of signaling is shown or not. On the other hand, in the more attention at all times will have to be paid to the naming of a vessel on fresh water, than is required on the coast.

## BIOGRAPHACAL SKETCHES OF PROMINENT MARINE CLERKS.

LIFE SKETCH OF HARVEY C. BEESON, OF DETROIT.

[Sketches of others will follow.]

Special Correspondence to the Marine Record.

No department of the govornment service is more closely allied to that portion of the public it serves than is the marine department of the custom's service, and no class of the business public is more dependent on the public servants who serve them, than are the men who own, control, or command vessels of the United States merchant marine.

To the vessel owner or master who is constantly reminded of the manifold ins and outs of admiralty law, and the seemingly endless rules, regulations, and decisions pertaining thereto, these statements come with a force that the unitiated can not realize.

Closely allied to, because the contracts of the owner or master of a vessel with the customs service is almost continuous from the opening until the close of navigation Dependent upon the service because of the long practice of aiming to do just as instructed, and because of their inability to learn for themselves of the oft recurring changes in laws, rules, and regulations.

The men who conduct at this branch of the government service, are appointed under the various collectors of customs, and are known as marine clerks. They in turn have one or more assistants known as clearance clerks. The number of employes in this particular branch of the customs service on the great lakes is about twenty-five, of which it is safe to say twenty or more are men who have been either appointed or promoted to their present positions under the present adminis.ration In the spring of 1884, vessel men looked forward naturally with no slight misgivings to the changes of employes they felt were about to be made. In this branch of the government service, from long years of servitude, the then incumbents were believed to be almost indispensible to a quick and efficient service' and many at larger ports, such as Detroit, Buffalo, Chicago and Cleveland, were held over for two years or more, but the administration of the past four years demonstrated perfectly in this class of employes the entire practicability of a change, and that in many instances where old, fossilated employes held the positions the standard of the service was raised very perceptibly by their successor, and not a few new and valuable means and methods of conducting the service have been introduced by the present employes. Among the more prominent marine clerks on the lakes are the following, well known in their respective collection districts:

B. C. Bedell, Port Huron, Mich; F. H W. Bailey, Marquette, Mich; S. O. Eames, Grand Haven, Mich; C. Hoerting, Chicago, Ill; Matt Horrigan, Milwaukee, Wis; Wm. Dustin, Toledo, Ohio; H. L. Melton, Cleveland, Ohio; C. E. Lockor, Suspension Bridge; Edward Fiske, Buffalo, N. Y.; T. H. Bennett, Oswego, N. Y.; C. H. Spear, Plattsburg, N. Y.; F. D. Sherman, Cape Vincent, N. Y.; J. Hutchinson, Rochester, N. Y.; J. J. Brown, Ogdensburg, N. Y.; W. F. Rorbach, Duluth, Minn; Harry Mayer, Erie, Pa; and Harvey C. Beeson, marine clerk of the port of Detroit.

Mr. Beeson was appointed by collector Daniel J. Campau on January 4st, 1887, to be an inspector of customs, and on March 1st, of the same year was promoted to the position of deputy collector, and marine clerk, a position he still holds, and has filled to the entire satisfaction of the hundreds of men his duties have brought him into contact with. Of cheerful and willing disposition, he has made friends of all, from the largest vessel men to the smallest, and through a book he published in the spring of 1888 (Beeson's sailor's hand book) became widely known. Personally or by letter he has made himself acquainted with almost every man in any way connected with his department of the service, and striven to master every means available to or connected with marine interests relating to customs. Born at Niles, Michigan, January 1st, 1857, he will be thirty-two years old January 1st, 1889. At fourteen years of age Mr. Beeson with only a common school education, began life as an employe of Newcombe, Endicott and Co., of Detroit, afterwards working for Robinson, Burtinhaw and Co., of Detroit. July 1st, 1876, he was admitted into the then old firm of Jacob Beeson and Co., grain dealers, in which line he continued until May 6th, 1881. When the firm met with a fate not uncommon in the grain trade, (total collapse). To Mr. Beeson this meant all, for he had no other interests. After working several months on a salary for the law firm of Dickinson, Thurber and Hosmer, of Detroit, Mr. Beeson opened a jobbing house in the fancy, foreign, and domestic fruit line, which he carried on until December 1st, 1885, when he went on the road for D. H. McAlpin and Co., tobacconists of New York city. In this line he was successful, and when appointed to the government service was still under contract with this firm. Mr. Beeson has a wife and three children.

## CLOSE OF A SUCCESSFUL SEASON.

All of the vessels of Captain Thomas Wilson's line have been laid up for the winter in excellent shape, the steamer Spokane beworthy that the steamers managed by Capting the last arrival at this port. It is notetain Wilson are the first to reach Duluth in the spring and the last to leave there in the fall The report of the superintendent of St. Mary's Falls canal, shows that the Spokane was the last through the Canal this season of navigation. The fact that the extra insurance paid by Captain Wilson, bears us out in saying that it is not entirely for the purpose of profit that the boats of this line are run so far into the winter months, but for the purpose of accommodating the patrons who have so well supported and urged on the construction and addition to this fine fleet. It is well known that there is no finer fleet on the chain of lakes than that managed by Captain Wilson, among which are the fine new boats, the Spokane, Missoula, Kalota Charlemagne Tower, George Spencer, Yakima, steamboats that are not to be surpassed in construction by any afloat.

Capt. Wilson is one of the most enterprising ship owners on the lakes, and we may say, with truth, in the United States and he deserves much credit for the wealth and prosperity that his energy has added to the shipbuilding interests of Cleveland. As a business man he is shrewd and far seeing and always has work for all his boats, from early spring to the winter months.

THE De Lesseps Panama canal company must naturally excite the sympathy of all fair minded citizens of this country. At the same time the future of the Panama scheme gives the grand opportunity for the opening up of the Isthmus on the Nicaraguan line of survey, and no time should be wasted by the capitalists of the United States in advancing the promotion of a strong joint company. The present company would be in a position to control a portion of the commerce of the world, besides giving to the United States a prestige such as no other commercial enterprise could command at the present time. Already the senate has approved the bill to allow the original company a charter, and it is to be hoped, if only on the grounds of national advancement that congress will endorse the action without any unnecessary delay.

THE old time method of fog signals in use on all of our sailing craft on the lakes should be entirely abolished as obsolete, the idea of a sailor standing forward on a vessel blowing and tooting an indifferent sounding fog horn, which in many cases can only be heard the length of the vessel is altogether at variance with the true interests of navigation, and the sooner some mechanical device can be adopted, the better, the safety of life and property afloat requires something more automatic than a tin horn, which a man is expected to fill with wind continually for two hours at a stretch, especially where the erroneous impression obtains that the horn must be kept constantly going as a warning to other vessels to keep out of the way without any regard to the rules of the road.

The steamer Lief Erickson was burned at Alki Point, five miles west of Seattle, W. T, Monday afternoon. Seven lives were lost. The vessel is a total loss.

## LAKE CARRIERS' ASSOCIATION

TO COLLECT AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

## MARITIME LAW.

COLLISION—STEAMER AND TOW—RULE OF THE STARBOARD HAND.

*U S. District Court, Southern District of New York.*

The steamship City of Savannah was coming from sea into the North river moving with the flood tide. The steamship Talisman with a car float in tow, was going down the river, and was nearer the New York shore than the steamer, and on the latter's starboard hand. The City of Savannah, to approach her slip, ported and attempted to cross the bow of the float, but was struck on her port bow, receiving damage for which she libelled the tug. Held, that the fault of the collision lay wholly with the steamer, which having the tug on her starboard hand was bound to avoid the latter, yet unjustifiably attempting to cross her bows.

On the 11th of February, 1888, the libellant's steamer City of Savannah in coming in from sea, collided with a car-float in tow of steam tug Talisman, a little past 8 o'clock in the morning and from 100 to 200 yards off Chambers street slip in the North river. All the witnesses agree that the City of Savannah, when off the Battery and when off Courtland street, was not far from the middle of the river; that she afterwards ported, and at the time of the collision had swung around from 3 to 6 points towards the New York shore. The car float, which was coming down, struck the City of Savannah on her port side about 25 feet from her stem, doing considerable damage. The libellants claim that when the City of Savannah was nearly in midriver, and heading directly up stream, the Talisman and her tow were seen nearly directly ahead from one quarter to half a mile distant, and about a quarter of a point on her starboard bow; that the Talisman was at that time heading somewhat across the river towards the Jersey shore; and that the swing of the City of Savannah to starboard was made in order to give the Talisman more room to the westward, but that her manoevre was thwarted by the Talisman's starboarding and thereby swinging towards the New York shore.

Upon careful consideration of the testimony I cannot find this theory borne out by the weight of evidence, or the probabilities of the case. The tide was strong flood. The tug, heavily incumbered, could not have been making by land more than three knots, while the speed of the City of Savannah by land was from two to three times as great. Had the Talisman been near midriver, and headed towards the Jersey shore, as claimed by the libellant she could not possibly have turned so as to reach the place of collision so near the shore at the time that the Savannah reached that place, without turning about at once and heading almost straight for the New York shore which it is not pretended she did, and which is incompatible with the libellants other testimony. The Talisman, in coming from Weehawken, had followed the usual course, crossing the river to within 200 or 300 yards of the New York shore, and then following the line of the shore. There was no reason after passing 10th street, which must have been long before she was seen by the City of Savannah, for heading towards the Jersey shore, or for her being nearly in mid-river. The contrary is proved, not only by her own witnesses, but by disinterested witnesses from the Hoboken ferry boats. The weight of proof agrees with the probabilities of the case, that when the Talisman was first sighted she must have been much nearer the New York shore than the City of Savannah, then nearly in mid-river. The City of Savannah was bound for her dock at Spring street Having the Talisman on her own starboard hand, it was her legal duty to keep out of the way, and she took all risks of attempting to cross the Talisman's bow instead of keeping to the westward of her, on her original course. She is in fault for this manoeuvre. From the place of collision, so near the shore, it is further clear that the City of Savannah must have persisted in her attempt to cross the Talisman's bow for a considerable time after it was safe to make such an attempt, instead of stopping and backing earlier, as she might easily have done, and thereby avoided the collision. The pilots of the Hoboken ferry-boats, the Lackawanna and the Montclair, strongly corroborate the general testimony of the witnesses from the Talisman, as to the position and course of the latter.

As respects the Talisman I think it clear that nothing on her part thwarted any proper manoeuvre of the City of Savannah. There was at first no danger; their courses were not crossing until the City of Savannah ported to approach the New York shore. The Talisman was on the City of Savannah's starboard hand, and it was then the duty of the Talisman to hold her course At the slow speed she was making against the strong tide, whether she starboarded her helm or not, and I do not think that charge established, she could not in the short time after the alleged starboarding have changed her position so much as to have made any difference in the result. The City of Savannah, after her first porting, had abundant means to keep out of the way of the Talisman by going to the westward. The pilot of the Talisman had no reason to suppose that the City of Savannah would persist in attempting to cross his bows instead of passing to the westward until shortly before the collision; and I am satisfied that he stopped and backed as soon as he had reason to believe that the City of Savannah intended to cross ahead of him contrary to her duty. This was all that by the rules of navigation was required of the Talisman under such circumstances, [The Greenpoint, 31 Fed. Rep. 231], and the libel must therefore be dismissed with costs.

I have not thought it necessary to discuss the evidence concerning the fog or thick weather alleged by the witnesses for the City of Savannah, although upon this point it seems to me that the weight of evidence is clearly against her. From this point of view it would seem probable that no sufficient lookout, or attention, was directed towards the Talisman by the City of Savannah, while she was approaching her pier, and that may have been the real cause of the accident.

October 20, 1888.

## WHERE THE DAY BEGINS.

According to the way in which this arrangement is carried out, the first land that the new day dawns upon is Easter Island, about 230 miles west of the coast of Chili, South America. That is to say, the 2d of July breaks here within a few hours of the 1st, having broken on the American coast to the east, and the two days run on alongside, the second in Easter Island and places west, the first in all places on the American continent. We may, therefore, realize this idea, that at 7:30 o'clock any morning of our lives in Great Britain the next day is commencing in the world, and is to be found at this little island in the Pacific Ocean, whence, in due course, it will travel round to us. But to have thus the start of the world is not an unmitigated advantage to these islanders.

Suppose one of them sails east to America, what is the result? He will find that they keep the day there under a different date, and he will have to reckon one day in his calendar twice over to put himself right with their notions. On the other hand if an American crosses from east to west this wonderful magic line where the day begins, he will find the dates in the fresh part of the world are one in advance of him, and he must needs strike a day out of his calender to keep up to the times.

This fact was curiously illustrated in the case of Magellen, the Portuguese captain, who sailed around the world, from east to west, in 1852, and having crossed the magic line of day's birth in his wanders, his calendar became, of course, a day in arrear. The sailors were completely ignorant of this, and finding, on landing at home, that their Sabbath was falling on a Monday, they accused one another with tampering with the reckoning. It was not for some time that the true and simple explanation of the wonderful loss of time was discovered.

## ARCTIC AND ANTARCTIC ICEBERGS

It is not generally known that a marked difference exists in the form of the icebergs of the two hemispheres. Those of the Arctic ocean are irregular in shape, with lofty pinnacles, cloud capped towers and glittering domes, whereas the southern icebergs are flat topped and solid looking. The former reach the shore by narrow fords, but the formation of the latter is more regular. The northern are neither so large nor so numerous as those met with in the southern ocean. In 1805 an immense berg was sighted in 42 degrees south latitude, which drifted about for several months and was sighted by many ships. It was 300 feet high, sixty miles long and forty miles wide, and was in shape like a horseshoe. Its two sides inclosed a sheltered bay measuring forty miles across. A large emigrant ship ran into this bay and was lost with all on board. Only about one-ninth of an iceberge is visible above water. There are several well authenticated accounts of ice bergs 1,000 feet high having been sighted in the southern ocean. This would make their total height 9,000 feet, or nearly two miles.—Science.

## THE CANADIAN CANAL.

The Canadians appear to be considerably worked up about what they would perhaps call the pernicious activity of American contractors, to judge from the following dispatch from Ottawa:

The tenders for building the approaches to the Canadian Sault ste Marie canal have not yet been decided upon. The lowest are said to be about $1,000,000. It is said that an American firm, composed of John Hickler, of Buffalo, N. Y., and Carkin & Stickney, of Saginaw Mich., have bid low and may get the work. There will be great dissatisfaction among the contractors if the American firm gets the work. The contract will be awarded this week.

"We have not put in a bid," said Mr. Tom Hickler, of the firm of John Hickler & Son, yesterday, when shown the message, nor do we intend to. When my father was here a few weeks ago, he was over in Canada, but he did not go there with the intention of bidding on the work. We have had nothing at all to do with it. I do not know whether Carkin, Stickney & Cram have put in a bid.

The Toronto Globe says that Contractor Reid, who built the International bridge, stands the best show for securing the contract for the construction of the approaches to the canal.

The contract for the excavating and the timber work of the Sault ste. Marie Canal in Canada, which will be built right opposite the American Sault Ste. Marie, has been awarded to Hugh and John Ryan of Toronto and Brockville respectively, W. J. Haney & Co., of Watertown, N. Y., being associated with them. The amount of the contract was $1,200,000. It will take about three years to complete the canal, and the total cost is estimated at $4,500,000.

[Around the Lakes ontinued from 1st Page]

MILWAUKEE, WIS.

A movement of considerable significance has been made in marine circles within the past ten days which promises important results in the event that it proves a success. The scheme contemplates a combination of all American companies doing marine business on the lakes for the purpose, it is supposed, of crowding foreign companies out of the field as competitors. It is reported to have had its origin with the Northwestern National, of Milwaukee, the Traders' of Chicago, and the Boston Marine, and has been formulated through the medium of confidential circulars addressed to the heads of companies now in the business and others whose companies design entering the field. In several instances companies approached have respectfully declined to join the combinations, but it is believed that nearly a dozen companies have yielded their consent. Half of the latter, it is said, will undertake lake marine business for the first time during the approaching season. The companies thus far tangibly identified with the "trust" are said to be the Northwestern National, Traders' of Chicago, Boston Marine, Detroit Fire and Marine Mercantile of Cleveland, Commercial Mutual of New York, China Mutual of New York. Insurance Company of North America, Delaware Mutual and Firemen's Fund. The combination is to be known as the "American Association of Lake Underwriters"—a far reaching title, to say the least, There are now eight foreign companies doing business on the lakes—the western, of Toronto; British American of Toronto; Commercial Union of London; Marine, of London; British & Foreign, Sea of London, Union of Liverpool, and Mannheim, of Germany. These are all strong and reliable organization which have been identified with the lake business for many years, and possess excellent records. Heretofore they have been content with the business that has fallen into their hands, and has never made any unbusinesslike effort to secure an advantage over American companies. They rely principally upon adequate rates and equitable settlement of losses to merit the good will that has been and will be extended to them by the marine insurance community. Just what effect the new movement will have upon them can not yet be prognosticated. But it is fair to presume that they will not suffer themselves to be driven from the field without a struggle.

ROCHESTER, N. Y.

The propeller Lake Ontario, which was recently purchased by J. O'Malley, of Windsor, Ont., was burned last Sunday at Charlotte. The fire originated from a stove in the cabin. The loss is $8,000; no insurance.

KINGSTON, ONT.,

Captain E. Crawford died on Friday last on Wolf Island after a brief illness, he having been sick only six days. His demise will be feet very keenly by his family. His many qualities and generous disposition made him a great favorite among his neighbors. Seldom has a death occurred which the people seem to regret more. Captain Crawford was well and favorably known on the lakes, he having sailed many different vessels during his time. Few captains had the reputation of being more attentive to the interests of their employers than he was. He retired from sailing about ten years ago to enjoy the fruits of his industry in his comfortable and cosy residence. He leaves a wife and three sons—Captain Thomas Crawford, Captain James Crawford, and Joseph; also one daughter, wife of Captain Thomas Barry, of Muskegon, Michigan.

The boats laid up in the harbor for the winter, belonging to the M. T. Co. are: Propeller Glengary; tugs Hall, Active, Bronson and Walker; barges Glenora, Gaskin, Kildona, Regina, Jennie, Toronto, Detroit, Cleveland, Star, Toledo, Montreal, Europe, Iowa, Energy, Harvest, Duluth, Lancaster, Minnesota, Winona, Victor, Oswego, Powerful, Kansas, and Dauntless. Owing to the Cornwall canal break, one half of the fleet will be laid up in Montreal, something that has never happened in years before. Captain Joseph Dix's vessel, the White Oak, is laid up near the bridge and the schooner Watertown below the bridge. The steambarge Robert Anglin is below the bridge and the Van Allen at the Atlantic wharf. The Queen of the Lakes will at once be laid up at Richardson's wharf.

BUFFALO, N. Y.

The harbor improvement committee of the merchant's exchange met Monday, and after discussing the interests of the harbor, resolved to ask the exchange to pass resolutions calling the attention of the common council to the practice of massing vessels at a certain point in the harbor, pacticularly near the mouth of the creek, and requesting an ordinance forbidding the mooring of more than two vessels abreast in the harbor.

The Lehigh Valley line steamer E. P. Wilbur, Captain McFarlane, left for Cleveland. Captain Henry, manager of the line, was on board. It was stated that she would be laid up there, where she was built, and where the Globe works are building two more steel boats for the line. It had been intended to send the Wilbur light to Gladstone for another flour cargo, but a rumor prevailed that only about half a load was there.

The steambarge Cormorant is to get new boilers here this winter.

E. L. Parrish, ship chandler and sailmaker, is storing vessel outfits free this winter. He of course expects to get their trade next season.

Vessel repairing and docking will be active during the winter and early spring at this port.

TOLEDO, OHIO.

*Special to the Marine Record.*

A Happy New Year to you all.

Captain Al Fitts has recovered after a week of sickness.

A new Milwaukee wheel has arrived for the tug Fannie Tuthill.

A new steamer of the Mississippi type is talked of, to run between this city and Perrysburg, a point about ten miles up the Maumee river.

We have had very little ice so far this winter.

Custom collector McLyman presented each one of his employes with a fine turkey for Christmas. Mr, McLyman has made an excellent collector, but those will probably be his last turkeys.

C. O. D.

SAULT STE MARIE.

Captain Jones, of the steambarge Spokane, the last boat down this season, reports that twenty miles below Outer Island bound down, a bad fire broke out in the oil room. The captain was asleep and it was night. He was awakened and with great courage and presence of mind succeeded in extinguishing the blaze. The Spokane was about thirty miles from shore, it was snowing and a bad sea was on. Had it not been for Captain Jones' coolness it is difficult to imagine just what the results would have been. He reports that he did not see a light burning after leaving Duluth, until he reached Whitefish Point. The Spokane passed the Soo December 3 Local marine men say Captain Jones is a good, cool, able master who has proven himself competent on more than one occasion.

Superintendent Lynch and assistants have been busy laying up the lock machinery for the winter. The work takes about seven days and is most thoroughly done. Every joint is broken, the locks are pumped out, the gates are blocked up to prevent injury during the period of freezing and thawing and the fluctuating stage of the water. The task is one that requires both care and thoroughness. The average closing of the lock is November 30 This year it closed December 4.

NOTICE.

The term for which many of our subscribers have paid, is now closed, and if remittances are not forwarded to the office without delay, their papers will be discontinued without further notice, as we have already carried our patrons over the season. We trust that our efforts and our notice will be duly appreciated by prompt attention.


TUGS FOR SALE.

PATHFINDER; Length 78 feet, beam 16 feet, depth 8½ feet, draws 9 feet. Rebuilt from the keel up in 1884. Is an extra fine looking boat and an excellent sea boat. Boiler 7 feet by 13 feet, built of ½ inch steel in 1887, and allowed 107 pounds steam. Engine is an extra smart 20 by 20, in perfect condition. Has copper steam and exhaust pipes. Engine was over-hauled and lined up last winter. She is an extra good towing boat, a fast runner and is very economical, in fact she is a complete tug boat.

W. H. DOANE, Length 50 feet, beam 12 feet, draws 7 feet 8 inches Built in 1881. Boiler and hull rebuilt last winter. Boiler 4½ by 9 feet, allowed 110 pounds steam Engine 14 by 14. Received new crank shaft and wheel and was over-hauled and lined up in October. Is a very handy little boat. Both boats are bargains. Reason for selling; we want to get out of the tug business and buy an interest in a steambarge. For prices and further information, address,

HARDY BROS. Toledo, Ohio.

FOR SALE.

STEAM BARGE D. M. Wilson and consorts C. B. Jones and Manitowoc, are offered cheap ½ down balance in one and two years, with good security. The steamer is compounded and in first class order, Manitowoc has received this fall $7,300 repairs. The three boats class A 2, and in good order, sails, rigging and tow lines nearly new, carrying capactiy about 3,200 tons coal besides her fuel, by

C. H. LANE, BUFFALO N. Y.

FOR SALE.

HARBOR TUG for sale, cheap. This tug is in good repair and will be sold cheap, for cash, that is, $4,600. Engine 18x20, boiler 5 feet 6 inches by 11 feet, and allowed 100 pounds of steam. For further particulars inquire at 113 Franklyn avenue, Cleveland, O. CAPT. E. DAHLKE.

FOR SALE

MARINE ENGINE nearly new, includes bilge pump, hand pump and force pump, cylinder 1 by 20. Will sell cheap. Address.

K. BOX, Record Office.

FOR SALE.

FISHING TUG suitable for light towing. New, in service but four months. Engine 9 by 10, Hull 48 feet long 11 feet beam. First class in every respect. Address,

H. BOX, Record Office.

FOR SALE

TWO MARINE BOILERS 7 years old in good order for sale cheap, 9¼ feet shell by 16 feet long for $1,000 each, ⅓ down balance one year, by

C. H. LANE, BUFFALO, N. Y.

DIXON'S

GRAPHITE

PIPE JOINT GREASE

FOR STEAM OR GAS PIPES

makes a perfect joint that can be opened with ease in three years or thirty years. Bolts, screws, etc., smeared with this grease will not rust even in the dampest places. Write to Jos, Dixon Crucible Co Jersey City, N. J., for circulars.

FOR SALE.

PASSENGER PROPELLER GOLDEN EAGLE, Thoroughly over hauled this spring. "Sutton" Engine 14×14, 100 pounds steam, runs 14 miles an hour easily, and carrys 300 people. Owner has no route for her and will sell for what she is worth.

JAMES E. ENGLISH.
East Saginaw, Mich.


FORE AND AFT.

As the schooner Ashland was passing Indiana street bridge recently the bridge was caught in a whirlwind, became unmanageable, and swung into the boat and damaged her about $400.

Advices have been received from Hayti to the effect that the dispute over the seizure of the American steamer Haytian Republic, has been settled. The steamer has been delivered to the American men-of-war and the latter have honored the Haytian flag with a salute of 21 guns.

The Sault Canal which has cost the United States $3,087,500, saved $24,471,847 to the shippers last year, or about eight times its cost. During the year 5,494,649 tons of freight passed through the canal, which is almost as much as passed through the Suez Canal for the same time. It has been estimated that if the railroads had carried this freight they would have charged $34,557,000 for their services, while it only cost $10,075,153 to ship it by water.

The canal route from Montreal to Ottawa and Kingston has a total length of 246¼ miles with 59 locks, exclusive of the Lachine canal and a lockage of 533¼ feet. The new works on this route give 9 feet water in locks 45 by 200. Canal navigation is secured between the St. Lawrence and New York by means of the Richelieu river and Chambly canal This has 9 locks with 7 feet depth of water; and connected by Lake Champlain with United States Erie canal and the Hudson river, a total distance of 411 miles,

It is said at the present time there is about to be built on the Washington Territory coast a raft consisting of about 8,000,000 feet, whose destination is Valaparaiso. Another will be sent to San Francisco. The former will consist principally of piling, and the latter will, in addition to the long sticks, take along sufficient timber for a mill which is to be built on Staucelita bay. The capacity of this mill will be about 500,000 feet per day, and it will be stocked entirely by rafts towed there from Washington and Oregon Territories.

The Toledo foundry machine company has been awarded the contract for building a dredge for Buffalo parties, to be used in rock excavation. It will be built entirely of steel and iron, including the hull, and will be the most powerful dredge in this section of the country. Every modern appliance will be put in the new craft, and when it is finished it will be in so complete a manner as to leave nothing to be desired. It will be completed on or before April 15th, 1889, at a cost of $20,000. The "Buffalo parties" here referred to are undoubtedly C. F. Dunbar and others. Mr. Dunbar had been figuring for some time on getting a steel dredge.

The Rome, Watertown & Ogdensburg railroad company has recently purchased from Mrs. Melissa Dodge of New York for $37,000 a tract of land lying east of the Oswego Manufacturing company's property. The land borders on the harbor and the inference is that trestles will be built on the property for the shipment of Lehigh Valley coal.

*WINTER MOORINGS.*

The close of navagation this season, has if anything premature According to the fine, open weather, we are now having vessel might still be running for there is no ice of any consequence on the chain of lakes, at least nothing to prevent our large steel steamers getting through. Many vessel owners would have been considerably ahead, financially, if a knowledge of the weather during the past month could have been procured before hand, and the insurance companies would have had a longer business season. However November 30th seems to be the usual limit and with the extension generally granted by underwriters the season may be considered as being prolonged to its usual leugth.

The lake fleet will winter principally in our larger ports, which, according to previous experience, would argue a rather low rate of frieght at the opening of navigation. This feature will be more especially noticeable in Buffalo, Clevelend, Detroit and Chicago, where a preponderance of the tonnage is now laid up. The Chicago grain fleet is not excessive, and consequently tolerable rates may be offered there in the opening, and this fact will no doubt exercise a beneficial influence over the rates at other ports.

During the greater part of the season, freights have been remunerative and esselss, as a rule, have earned tolerable interest on the capital expended, though small property has been rather neglected, with a corresponding result, and quite a number are now for sale at the various ports, while large tonnage is in demand, with a creditable showing of sixty new vessels for the supply next season. All of these new vessels are of comparatively large tonnage. It may be here remarked that the investors in floating property have taken some time to grasp the idea that the daily expenditure of a steamer of, say fifteen hundred tons register, was little or no greater than that of a vessel of half the capacity. While the same rule applies to sailing craft, and vessels towing. This fact, coupled with the ever increasing commerce finding its pay over the great lakes, has brought along an appreciation of the knowledge that the draft of water is the only limit to the size and capacity of new bottoms the tonnage of which will be greater next year, than in any previous season.

While there are individuals who claim that the phenomenal increase of tonnage means over doing the business of transportation, and who prophecy a glut, and stagnation in the frieght market, we would say to such people that due attention must be paid to the immense iron industry now in its infancy, and if we take into account the enormous coal, grain, lumber and passenger transportation, which the development of new industries, and the extra requirements of the old annually call for, it will need no prophet to assure us that the next season will be a still better one for vessel property than the one just closed—and although the total losses on hulls have been very small during the past season we believe that profitable business will be found for the entire lake fleet from the opening to the close of navigation in 1889.

More especially are we inclined to this belief when we look back to the late opening of navigation and the smallness of the northwestern grain crops, together with the low water reported and experienced in the early part of the season, and the temporary stoppage in September, occasioned by the blockade and shoal water in the St. Clair Canal, all tended to the detriment of the lake transportation and caused a considerable financial outlay and loss to the owners of vessels. Notwithstanding all of these drawbacks, vessels have paid their way and in the majority of cases left enough over to see them all in good share for the spring. Hence we may honestly conclude, in the absence of the above obstacles, that the next season will open up under more favorable auspices than the last.

CLEVELAND, OHIO.

The fleet of vessels which have laid up for the winter at this port is now complete. The Wokoken, William Edwards, James Pickands, and schooner H. D. Alverson were among the last arrivals. The list is not only the longest, but embraces a very large share of the largest class of vessels on the lakes.

PROPELLERS.

| | |
|---|---|
| Northern Light, | Aurora, |
| North Wind, | George Spencer, |
| Northern Queen, | Yakima, |
| Corsica, | C. Tower, Jr., |
| Corona, | Kasota, |
| Cambria, | R. R. Rhodes, |
| William Chisholm, | James Pickands, |
| J. H. Devereux, | Neosho, |
| Onoko, | Samuel Mather, |
| Spokane, | H. J. Jonhson, |
| C. J. Sheffield, | Philip Minch, |
| Columbia, | John Craig, |
| Continental, | Sparta, |
| Colonial, | Havana, |
| Speculai, | William Edwards, |
| Republic, | A. Everett, |
| City of Rome, | John N. Glidden, |
| E. B. Hale, | V. H. Ketcham, |
| S. E. Sheldon, | Queen of the West, |
| Robert Wallace, | N. K. Fairbank, |
| Smith Moore, | George T. Hope, |
| W. A. Avery, | W. L. Wetmore, |
| Wokoken, | Jim Sheriffs, |
| Business, | D. Ballentine, |
| Fred Kelley, | Bes emer, |
| Rube Richards, | Kaliyuga, |
| V. Swan, | Nashua. |
| David W. Rust, | James P. Farnan, |
| Yosemite, | Maggie Olwell, |
| Tempest, | H. C. Schnoor. |

E. P. Wilber,

SCHOONERS AND BARGES.

| | |
|---|---|
| Grace Holland, | Fred A. Morse, |
| Magnetic, | G. H. Warmington, |
| Wadena, | John O'Neil, |
| Camden, | M. R. Warner, |
| A. Cobb, | Helvetia, |
| Alva Bradley, | J. E. Gilmore, |
| S H. Kimball, | Sumatra, |
| David Wagstaff, | Helena, |
| S. P. Ely, | Our Son. |
| F. A. Georger, | Golden Fleece, |
| H. A. Hawgood, | D. K. Clint, |
| H. R. Newcomb, | L. C. Butts, |
| C. G. King, | Joseph Paige, |
| Nellie Redington, | Brunette, |
| Pelican, | Frank Perew, |
| Typo, | Kingfisher, |
| Henry A. Kent, | Eliza Gerlach, |
| H. D. Alverson, | C. H. Johnson. |
| H. G. Cleveland, | Southwest, |
| Zach Chandler, | Thomas Parsons, |
| Henry C. Richards, | Columbian, |
| Galatea, | Constitution, |
| H. D. Root, | Colonel Cook, |
| Rival, | H. P. Baldwin. |
| V. M. Blake, | C. N. Ryan, |
| Monterey, | Republic. |
| Henry W. Hoag, | B. M. Baker, |
| J. S. Austin, | Senator Blood, |
| A. Walton, | Transport, |
| Conrad Reid, | W. T. Chappell. |
| Erie Belle, | Mary Stockton, |
| J. U. Porter, | Bertha and Winnie, |

TUGS AND YACHTS.

| | |
|---|---|
| George N. Brady, | Perless, |
| Constitution, | Wasp, |
| | Samson, |

AT OGDENSBURG, N. Y.

Special to the Marine Record.

The following is a list of the steamers and vessels wintering at Ogdensburg:

Steamers—Walter L. Frost, Argonaut, Guide.

Barges—Walter A. Sherman, H. J. Mills, Bolivia, Wm. Wheeler, Chas. Buell, Black Diamond, Hope and Argosy, Kent, Argo, Mary Ada, Eole, Michigan, England, Ireland and Scotland, Barges Mosher, and Onondaga will winter at Montreal. Barges, Dakota, Iroquois, Cherokee, Bismark, Huron at Portsmouth.

Steamer Hecla at Chicago.

Tugs—Wm. L. Proctor, Curlew, Stranger, George D. Seymour and Myra, John Martin, R. M. Fairfield with two dredger and four scows.

Schooners—Abbie L. Andrews and E. P. Beals of Buffalo, Arthur and F. C. Leighton of Toledo; Mount Blanc, of Detroit; J. R. Noyes M. J. Cummings, Oliver Mitchell and John Westley, of Oswego; Hoboken of Sacket's; Jennie Mathews of Rochester.

Ferry Steamers—Armstrong, Plumb, Transit.

U. S. Revenue Cutter—Bibb.

Yachts—Lotus, Milton and a number of other small ones.

AT BUFFALO.

PROPELLERS.

| | |
|---|---|
| Nyack, | India, |
| China, | Japan, |
| Winslow, | Idaho |
| Empire State, | Badger State, |
| Fountain City, | Philadelphia, |
| Arabia, | Saginaw Valley |
| Montana, | Cuba, |
| Waverly, | Newburgh, |
| Annie Young, | Lycoming, |
| Vanderbilt, | Juniata, |
| Clarion, | Nebraska, |
| Buffalo, | New York, |
| Russie, | Rochester, |
| Eber Ward, | Milwaukee, |
| Northerner, | Passaic, |
| Araxes, | St. Louis, |
| Chemung, | Hudson, |
| Lackawanna, | Tom Adams, |
| P. P. Pratt, | H. J. Jewett, |
| J. B. Lyon, | Robert Mills, |
| Elfin Mere, | Sitka, |
| J. P. Donoldson, | H. D. Coffinberry, |
| Wallula, | Northern King, |
| G. W. Palmer, | A. P. Wright, |
| Bulgaria, | H. E. Packer, |
| Scranton, | Owego, |
| Syracuse, | W. B. Morley, |
| Calumet, | Grand Traverse, |
| Nevada, | J. H. Prentice, |
| D. M. Wilson, | J. C. Pringle, |
| May Durr, | Belle P. Cross, |
| Otego, | W. H. Barnum, |
| Cormorant, | Missoula, |
| S. E. Peck, | R. P. Fitzgerald, |
| Hiawatha, | E. P. Wilbur, |

City of Cleveland.

SCHOONERS AND BARGES.

| | |
|---|---|
| Annie M. Ash, | A. M. Peterson, |
| J. M. Hutchinson, | John Martin, |
| C. B. Jones, | Fayette Brown, |
| J. D. Sawyer, | Sweetheart, |
| Goshowk, | A. A. Carpenter, |
| Annie Vought, | Uranus, |
| G. W. Adams, | Hattie Wells, |
| David Vance, | C. P. Minch, |
| Halstead, | Montmorancy, |
| F. B. Gardner, | George Clinton, |
| Potomac, | R. Willis. |
| E. G. Finney, | Monticello, |
| Planet, | Donaldson, |
| Brightie, | M. I. Wilcox, |
| John Breden, | Little Jake, |
| S. Olement, | Hattie. |
| B. W. Jenness, | L. W. Drake, |
| Sunshine, | J. L. Ketchum, |
| American Giant, | Reindeer, |
| G. H. Ward, | Board of Trade, |
| Elma, | Superior, |
| Journeyman, | Guiding Star, |

Wenona.

In winter quarters at Fairport:

| | |
|---|---|
| R. J. Carney, | M. P. Barkalow, |
| S. H. Foster, | F. L. Jones, |

Comrade.

AT PORT HURON, MICH.

*Special to the Marine Record.*

The following boats are laid up at this port:

STEAMSHIP.

Gogebic.

PROPELLERS.

| | |
|---|---|
| Colorado, | Dean Richmond, |
| Osceola, | City of Concord. |

STEAMBARGES.

| | |
|---|---|
| Manistique, | George L. Colwell, |
| C. H. Green, | Empire, |
| Oscoda, | Arizona, |
| Westford, | Fred McBrier, |
| Ogemaw, | Laketon, |
| Cleveland, | St. Joseph, |
| Mackinac, | W. B. Arnold, |
| Nelson, | B. Mills, |

TUGS.

| | |
|---|---|
| Mollie Spencer, | Cheney, |
| Kittie Haight, | Porter, |
| Castle, | George H. Hand, |
| Mystic, | Kittie Smoke, |
| Hercules. | |

SCHOONERS.

| | |
|---|---|
| Lamb, | Orkney Lass, |
| Charles Crawford, | Atmosphere, |
| Minnie Davis, | H. Ross, |
| J. H. McGruder, | Aunt Ruth, |
| Ino, | Mary Hattie, |
| Skviark, | Jessie Fox, |
| Picket, | F. B. Pomeroy. |

BARGES.

| | |
|---|---|
| Ida Corning, | M. C. Bell, |
| Sonora, | W. W. Stewart, |
| Emma Tyson, | City of the Straits, |
| Samuel J. Tilden, | D. P. Dobbins, |
| Rosa Sonsmith, | A. C. Maxwell, |
| Wend the Wave, | Monitor, |
| Nelson Bloom, | H. F. Church, |
| Col. Brackett, | Dan Rogers, |
| William Young, | William Brake, |
| F. J. Dunford, | A. T. Bliss, |
| T. H. Cahoon, | C. H. Johnson, |
| Wright, | Gen. Burnside. |
| O. J. Hale. | |

AT ST. CLAIR, MICH.

Special to the Marine Record.

The following is a list of boats layed up at this port:

STEAMBARGES.

| | |
|---|---|
| Mark Hopkins, | Kalkaska, |
| Lowell, | F. W. Snook, |
| Rhoda Stewart, | Oswegatchie, |
| Bessie, | Bay City, |

SCHOONERS.

| | |
|---|---|
| Minereal State, | White Star, |
| Reindeer, | A. Ford, |
| | J. F. Card. |

BARGES.

| | |
|---|---|
| A. T. Bliss, | T. A. Cahoon, |
| N. P. Goodell, | Arianac, |
| Favorite, | Alice Richards, |
| Walbridge, | M. R. Goffee, |
| John Hanford, | Lone Star, |
| | Bay City. |

PASSENGER STEAMER.

Massassagua.

The ferry steamer Island Belle and Clara are still in commission.

KENOSHA, WIS.

Special to the Marine Record:

The following is a list of vessels that have gone into winter quarters at this place:

STEAMER.

Maude Preston.

TUG.

Fred Engle.

SCHOONERS.

| | |
|---|---|
| Two Fannies, | Jura, |
| Ostrich, | Eraline, |
| Morning Star, | Gilbert Knapp, |
| Woblin, | Snow Drop, |
| Wolverine, | German. |

CHICAGO. ILL.

*Special to the Marine Record.*

PROPELLERS.

| | |
|---|---|
| Albany, | Rhoda Emily, |
| W. J. Averill, | Romania, |
| Avon, | Servia, |
| Boston, | Siberia, |
| Chicago, | F. E. Spinner, |
| H. Chisholm, | T. D Stimson, |
| Commodore, | C. A. Street, |
| Conemaugh, | Superior, |
| Conestoga, | Tacoma, |
| John F. Eddy, | Tioga, |
| Escanaba. | D. C. Whitney, |
| J. S. Fay, | Wissahickon, |
| D. J. Foley, | W. H. Gratwick, |
| A. Folsom, | Annie Laura, |
| R. L. Fryer, | Berrien, |
| M. B. Grover, | Boscobel. |
| William E. Haskell, | M. F. Butters, |
| Charles Hebard, | City of New York, |
| Hecla, | George Dunbar, |
| Robert Holland, | Fayette, |
| Inter-Ocean, | A. D. Hayward, |
| Lansing, | S. K. Martin, |
| Lehigh, | M. C. Neff, |
| Mecosta, | Perett, |
| George W. Moory, | D. W. Powers, |
| Oceanica, | Charles Rietz, |
| J. Emery Owen, | Albert Soper, |
| Ira H. Owen, | Ida M. Torrent, |
| R. A. Packer, | E. E. Thompson, |
| C. S. Parnell, | J. W. Westcott, |
| Portage, | White and Friant, |
| J. H. Farwell. | Fuller, |

SCHOONERS AND BARGES.

| | |
|---|---|
| Ada Medora, | Active, |
| American Union, | Adirondac, |
| Cheney Ames, | Adventure, |
| Ann Maria, | Alert, |
| Ashland, | Alice, |
| T. Y. Avery, | America, |
| Mary D. Ayer. | Horace H. Badger, |
| Barbarian, | Bertha Barnes, |
| C. C. Barnes, | Bay State, |
| G. J. Boyce, | E. R. Blake, |
| City of Chicago, | T. J. Bronson, |
| Mary Collins, | Belle Brown, |
| Commerce, | Butcher Boy, |
| F. L. Danforth, | Ralph Campbell, |
| Elgin, | Bertie Calkins, |
| Frank D. Ewing, | Cape Horn, |
| Flying Cloud, | Fred Carney, |
| Fontana, | Carrier, |
| Charles Foster, | Cascade, |
| Jeremiah Godfrey, | Clara, |
| Golden Age, | Coral, |
| Granger, | Clipper City, |
| R. B. Hayes, | Henry Cowles, |
| Higgie, | M. E. Cook. |
| Mary L. Higgie, | Cuba, |
| Home., | Cuyahoga, |
| Thomas Howland, | Annie Dall, |
| Emma C. Hutchinson, | Lincoln Dall, |
| Ironton, | Margeret Dall, |
| John T. Johnson, | Delos DeWolf, |
| Ida Keith, | George D. Douseman, |
| John Kelderhouse, | Eagle Wing, |
| Lizzie A. Law, | Hattie Earl, |
| Lotus, | Ebenezer, |
| S. J. Luff, | Colonel Ellsworth, |
| Charles Luling, | Emeline, |
| L. M. Mason, | Major N. H. Ferry, |
| Charley Marshall, | Grace M. Filer, |
| J. Loomis, | C. F. Flick, |
| J. H. Mead, | Ford River, |
| Mediator, | Forest, |
| Mediterranean, | I. M. Forrest, |
| Julia B. Merrill, | Four Brothers, |
| Michigan, | Evra Fuller, |
| John Miner, | Moses Gage, |
| Minnehaha, | Glad Tidings, |
| Mary B. Mitchell, | W. A. Goodman, |
| Moravia, | Gray Oak, |
| Moselle, | Guido, |
| A. Mosher, | W. H. Hawkins, |
| James Mowatt, | Kate Hinchman, |
| Margeret Miner, | Kate E. Howard, |
| Naiad, | Thomas Hume, |
| Newsboy, | Hattie Hutt, |
| Nelson, | Oscar Isaac Jacobus, |
| A. P. Nichols, | O. R. Johnson, |
| E. A. Nicholson, | William Jones, |
| North Cape, | E. T. Judd, |
| M. W. Paige, | C. A. King, |
| Thomas L. Parker, | Lake Forest, |
| Pensaukee, | Lester, |
| Thomas Quayle, | Live Oak, |
| D. P. Rhodes, | Lookout, |
| Sandusky, | Iver Lawson, |
| Scotia, | C. J. Magill, |
| John Shaw, | Magnolia, |
| Shawnee, | Merchant, |
| Annie Sherwood, | C. Michelson, |
| City of Sheboygan, | Minerva, |
| Minnie Slauson, | E. G. Mixer, |
| George Steele, | H. B. Moore, |
| Sunrise, | Truman Moss, |
| A. E. Vickery, | Richard Mott, |
| Waukesha, | A. J. Mowry, |
| White Cloud, | Mystic, |
| Ellen Williams, | Jennie Mullen, |
| Annabel Wilson, | Libbie Nau, |
| Winnie Wing. | Noque Bay, |
| Lottie Wolf, | Norman, |
| J. H. Rutter, | Oak Leaf, |
| York State, | Olga, |
| Ottawa, | F. P. Royce, |
| Otter, | Rosa Belle, |
| Mary E. Packard, | O. Shaw, |
| Parana, | Stafford, |
| Jason Parker, | I. Stephenson, |
| Mary Perue, | Rouse Simmons, |
| Phœnix, | Supply, |
| Pilot, | E. M. Stanton, |
| Jessie Phillips, | J. V. Taylor, |
| Ellen Pratt, | Tempest, |
| Lilly Pratt, | Jack Thompson, |
| Presto, | Topsy, |
| Charlotte Raab, | B. F. Wade, |
| John Raber, | Z. Y. M C. A |
| H. Rand, | Westchester, |
| C. A. Richmond, | Windsor, |
| Rising Star, | Lulu Withington, |
| Redemption, | S. A. Wood, |
| Robinson, | George L. Wren, |

AT BAY CITY, MICH.

Special to the Marine Record.

PROPELLERS.

| | |
|---|---|
| D. Leuty, | Oneida, |
| Majestic, | Burlington, |
| Maine, | Glasgow, |
| M. M. Drake, | E. S. Tice, |
| John Sherman. | |

BARGES.

| | |
|---|---|
| Jackson, | Bottsford, |
| Montgomery, | A. W. Wright, |
| T. G. Lester, | A. C. King, |
| Harvey Bissell, | Racine, |
| Oneonta, | B. B. Buckout, |
| Antelope, | F. M. Knapp, |
| little Wissahickon, | William Crosthwaite, |
| North, | Rosetius, |


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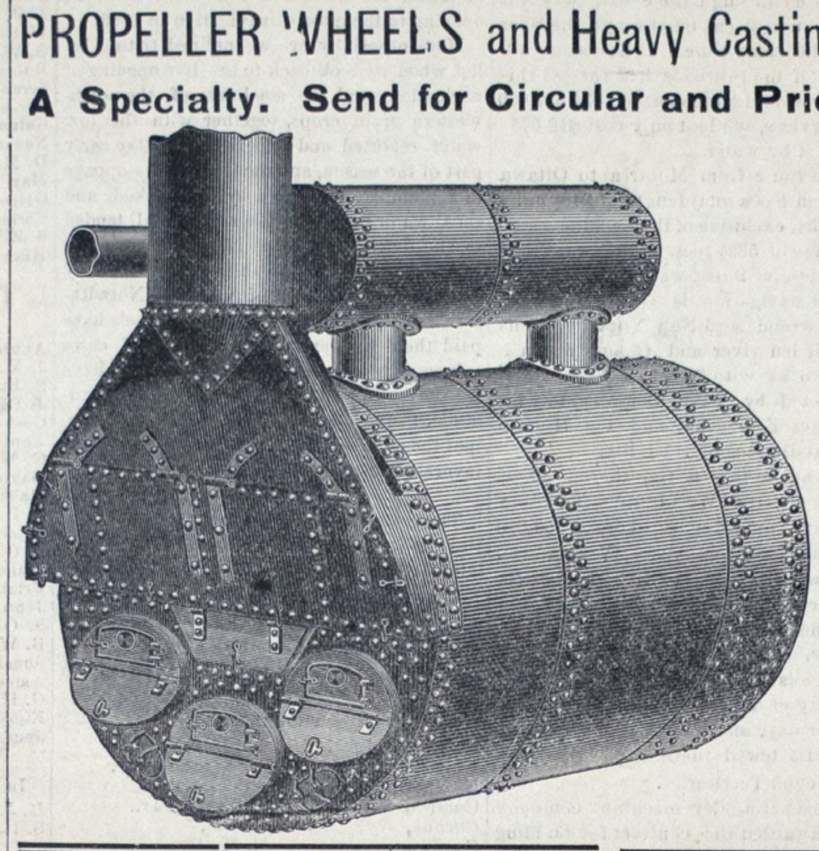

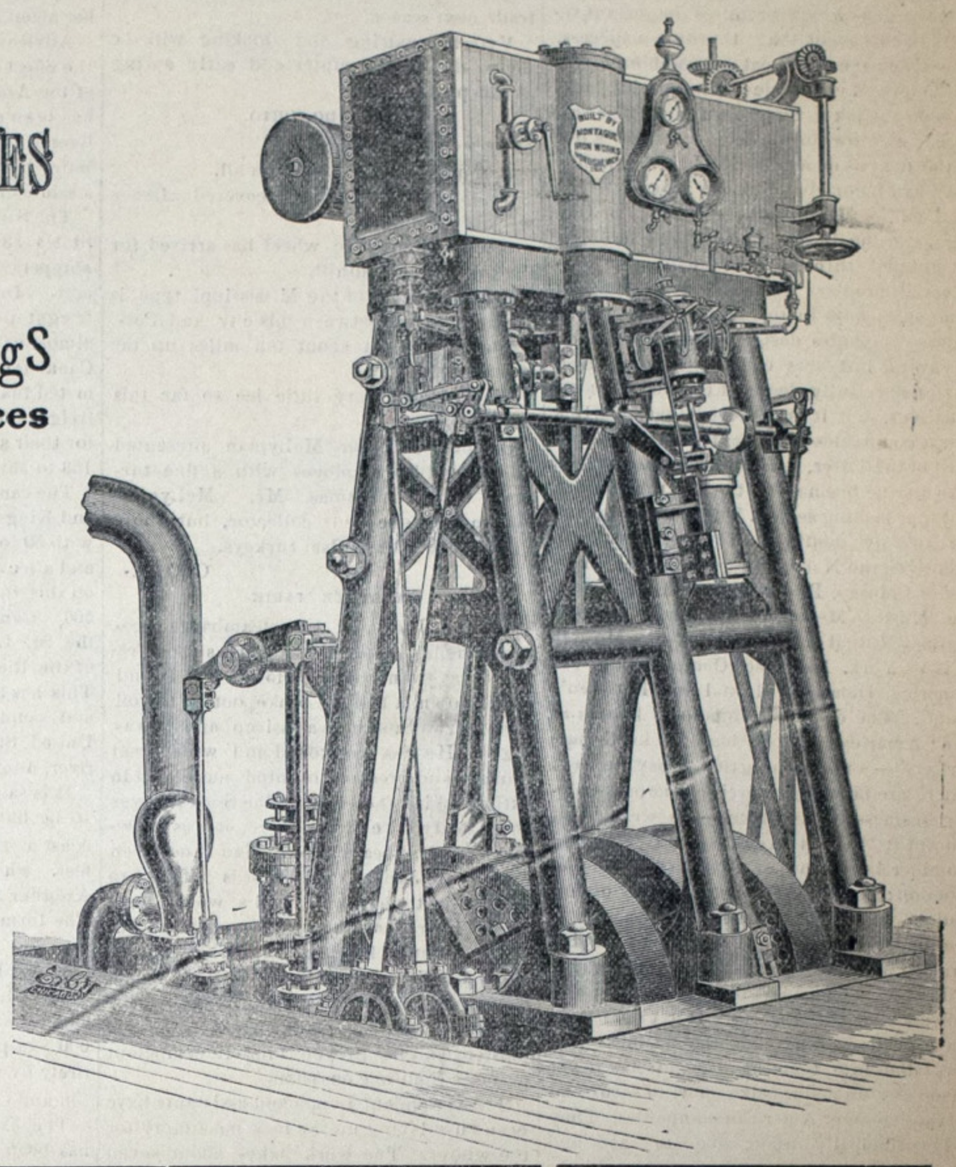

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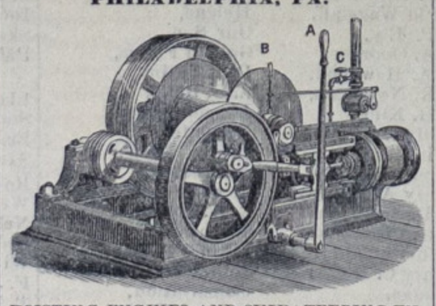

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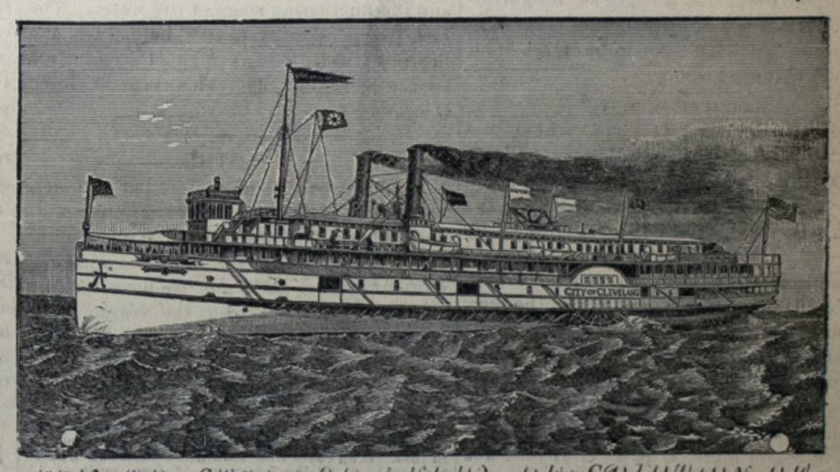

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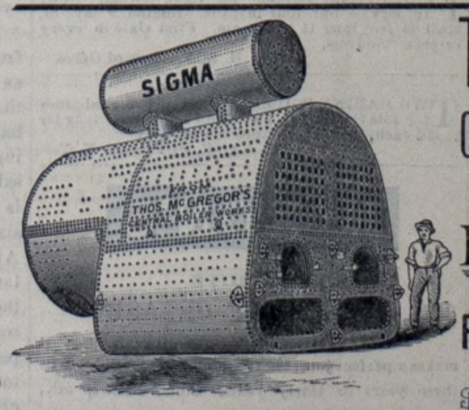


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FOR SALE—A HANDY THREE MASTED SCHOONER, well found and equipped, will carry 500 tons of coal, or 270 M feet of lumber. Rates, A 2½

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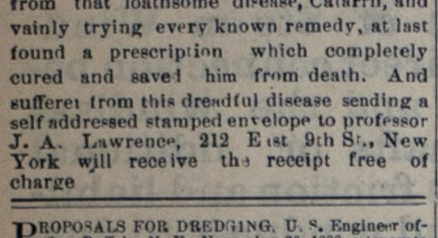


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| Eastward. | Arrive. | Depart. |
|---|---|---|
| No 4, Fast Limited Express | *2 55 A M | *2 55 A M |
| No. 6 N. Y. & Boston Ex | *1 35 A M | *1 40 A M |
| No 8, N. Y. B & A Express | *8 25 A M | *8 50 A M |
| No 26, Elyria Accommodation | †7 45 A M | |
| No 10, Toledo Ac'm via Sandusky | †11 05 A M | |
| No 10, Toledo Accom via Norwark | †11 05 A M | |
| No. 24, Buffalo Accommodation | | † 7 00 A M |
| No. 10, New York & Boston, "Flyer" | | *11 50 A M |
| No 12, N Y & B Fast Express | *2 35 P M | 3* 45 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 40 P M | |
| No 26, Conneaut Accommodation | †4 25 P M | |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express | *12 15 A M | *12 15 A M |
| No. 23, Cleveland Express | *2 15 A M | |
| No 3, Chicago Express via " | ‡5 30 A M | 5 45 A M |
| No 25, Mich Accom Norwalk | | †5 45 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky | *10 50 A M | *10 55 A M |
| No 9, Chi Pac Ex via Norwalk | *6 55 P M | *7 15 P M |
| No 31, Elyria ac to Elyria only | | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | |

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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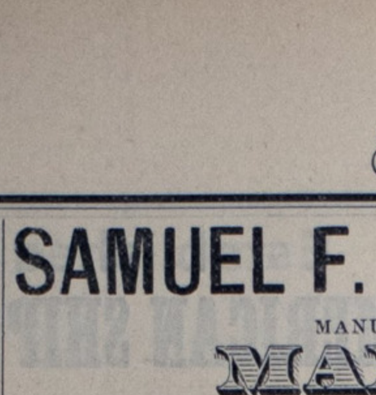

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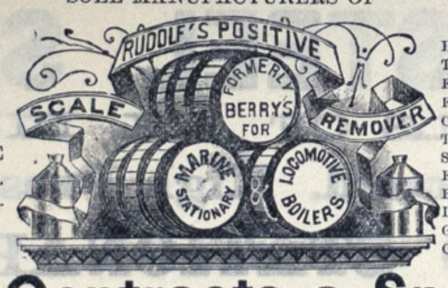


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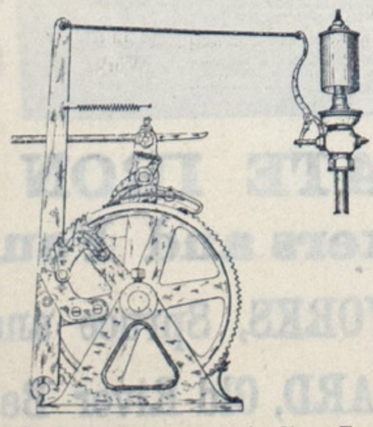
*Chase Fog Whistle Machine*



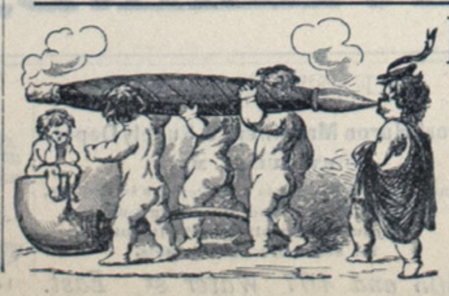
This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN, R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND, HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. KANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO. WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GLADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

*To the President and Board of Supervising Inspectors of Steam Vessels:*

Your committee to which was referred the "Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON,
} Committee.

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.



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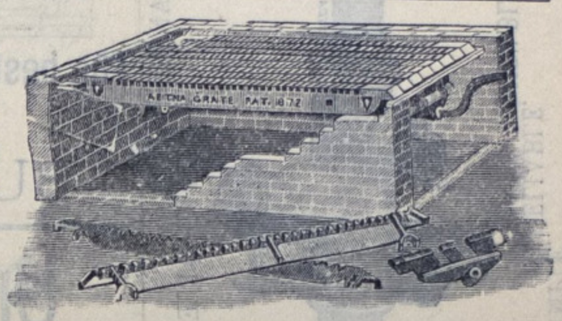


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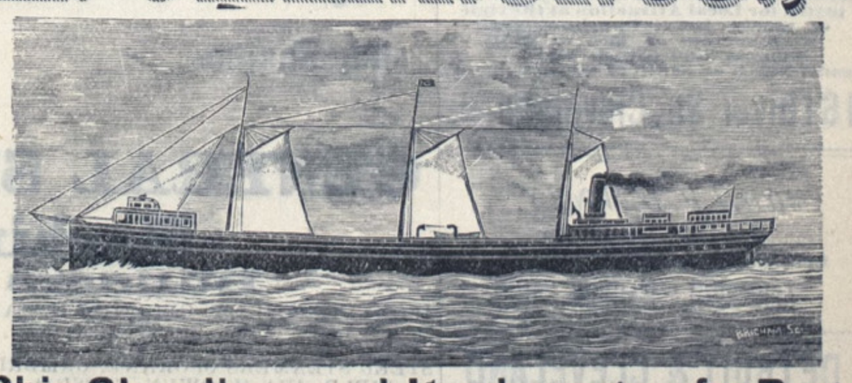

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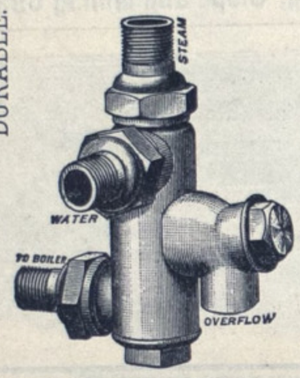


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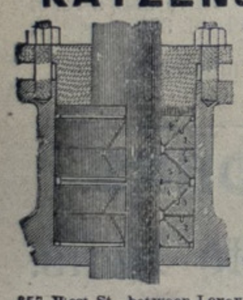

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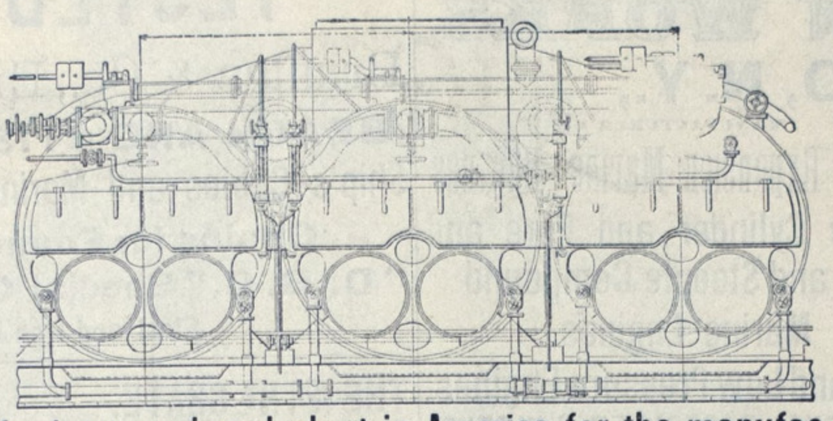

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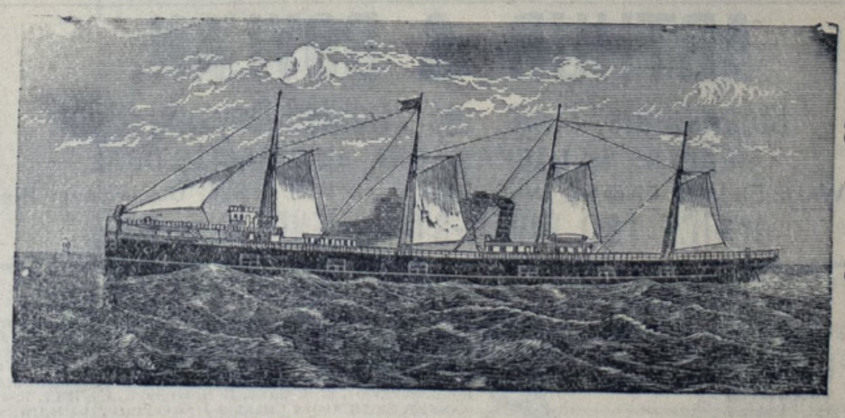

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